The Chatham Record

THURSDAY, March 4,.....1880.

H. A. LONDON, Jr., Editor.

THE STATE'S INVESTMENTS.

We have received and read with much interest a statement published by our level-headed State Treasurer showing the amounts invested in different works of Internal Improvement by the State of North Carolina. The aggregate of all her investments (not including the special tax bonds) in aiding Railroad, Navigation, and Turnpike Companies is shown to amount to $15,630,500, and Dr. Worth states that the dividends received by the State from these investments have been far less than the interest paid by the State on its bonds! This bare statement of itself should convince everybody that it will not do for the State to make any further investments in such enterprises with a view of making money. We think it would be best for the State to sell out her interest in all Companies or Corporations of every kind whatsoever. Her interests in such are usually entrusted to politicians, and not to business men, to manage and the natural result is they are mismanaged.

THE GOVERNOR'S ADDRESS.

Notwithstanding its length we cheerfully give space in our columns for the address of Governor Jarvis to the people of North Carolina in regard to the proposed sale of the Western North Carolina Railroad. We think that a proper respect for the views of the Chief Magistrate of this Commonwealth entitles him to a hearing before our people, and more especially so when his motives have been impugned and aspersions cast upon his character. We are no especial champion of Governor Jarvis, but believing him to have been shamefully calumniated, and knowing him to be thoroughly honest and conscientious in the discharge of his duties, we deem it but simple justice to publish his statement of the reasons that have prompted his action. We are sure that his statement will be entirely satisfactory to a very large majority of our people regardless of party politics, and that they will heartily endorse all that he has done in this much-discussed Railroad matter. Indeed, we do not see how he could well have avoided calling an extra session of the Legislature. The Council of State this constitutional advisers unanimously advised him to do so, a majority of the newspapers urged him to do so, and so far as could be ascertained a large majority of the taxpayers desired him to do so. How then could he have done otherwise?

We know of no subject that now engages the attention of our people that should be of greater interest to them, or more materially concerns them, than the question of selling this Railroad and thus relieving them of a heavy burden and at the sametime assuring the completion of our greatest work of Internal Improvement. Therefore, we make no apology for bringing it so prominently forward in our columns.

Let all taxpayers read what the Governor has to say:

EXECUTIVE OFFICE,
RALEIGH, Feb'y 21st, 1880.

TO THE PEOPLE OF NORTH CAROLINA:

I have to-day exercised the very responsible power vested in me by the Constitution and Laws of North Carolina, in convening the General Assembly in extra session. The purpose for which the extra session is called is to consider a proposition made by W. J. Best, J. N. Tappan, W. R. Grace and J. D. Fish for the purchase of the State's interest in and the speedy completion of the Western North Carolina Railroad. That Road, as will be seen by a glance at the map, begins at Salisbury and runs west to Asheville, a distance of 148 miles, to which point it is now practically finished. At Asheville the road forks, one branch running off to the northwest with the French Broad River to a place called Paint Rock, very close to the Tennessee line, and distant from Asheville 45 miles. The other, or main line, the one commonly known as the Ducktown line, runs from Asheville southwestwardly for 135 miles through the counties of Buncombe, Haywood, Jackson, Swain, Graham and Cherokee to Murphy, the county seat of Cherokee, the extreme western county in the State. Beyond the North Carolina line, and some eighteen or twenty miles from Murphy, in the direct line to Chattanooga, the great railroad centre of the South and West is Ducktown. It will be seen, therefore, that of this road, which private individuals propose to buy and complete, there are now 148 miles completed and 200 miles uncompleted.

It was not proper to do so in my Proclamation, but I deem it due to myself now and to you, that I should detail to you my connection with the proposition for the sale of your property, the proposition itself, and the character and standing of the parties making it, and my reasons for my course:

My connection with the matter in brief, is as follows:

On the eighth day of January last, Mr. W. J. Best, of the city of New York, came to Raleigh and submitted to the Board of Directors of the Western North Carolina Railroad, then in session, a proposition to purchase the State's interest in said Road, and to couple the same. I was not present at any of the sessions of the Board, but was informed by a copy of a resolution sent to me immediately after their adjournment that they had declined to entertain the proposition. On Saturday evening, January the 10th, Mr. Best submitted to me for my consideration, in the presence of the State Treasurer and of the Secretary of State, a proposition of the same general import as the one previously submitted to the Board of Directors, but differing from the former, as he stated, in that he then proposed to give the State $450 out of the first mortgage bonds of the new corporation instead of the $650,000 of stock offered to the Board of Directors. I stated to him that the $450,000 would not cover the expenditures made by the State on the road since its purchase, and suggested several other changes, all of which I regarded to the advantage of the State. The proposition, with these changes inserted, was rewritten and, together with Mr. Best's letter, placed on file in the Executive Office. Believing the matter to be of such importance as to require the immediate, patient and careful investigation, I at once resolved myself to its consideration.

At the same time that the proposition was filed, Mr. Best placed with me also letters from the Senators and members of Congress of North Carolina, appearing in general terms his offer. On the 17th day of January, after I had considered well the proposition, I wrote Mr. Best a letter saying that the second and first mortgage bonds must be $750,000, and suggesting certain other important amendments relating to the protection of the State's interest and better guarantees for the certain completion of the Road. To this letter Mr. Best replied on the 19th day of January, assenting to all the proposed changes but one. On the 20th day of January he returned to Raleigh, and on the next day in the presence of Dr. J. M. Worth, State Treasurer, Col. Wm. L. Saunders, Secretary of State, R. H. Battle, Jr., Esq., and Col. James I. Scales, of the Board of Directors, and Col. C. M. Cooke, Esq., of the Board of Internal Improvements, he went over his whole proposition with me. Several additional amendments were then insisted upon and were accepted by him. He then left the city to visit the line of the Railroad, and while at Salisbury had a corrected copy of the proposition sent to me by mail. As our members of Congress had written me in general terms approving the sale of the Road, I thought it but courteous and fair to them, and due to myself, that before taking any decisive action I should submit them the proposition as modified, and take their opinions as to whether it was such an one as to justify me in calling a special session of the Legislature for its consideration. It was for this purpose and no other that I went to Washington.

Before leaving Raleigh I carefully re-read the proposition sent me by Mr. Best from Salisbury, and I saw two other changes that could be made therein to the further advantage of the State. I thereupon at once telegraphed Maj. Wilson, the President of the Western North Carolina Railroad, at Morganton to turn Mr. Best back from Asheville, and requested them both to meet me at Greensboro, prepared to go on to Washington. They met me as requested, and on the way I called Mr. Best's attention to the amendments I desired. One of these amendments requires him to commence paying interest on the $850,000 first mortgage bonds on the day that the General Assembly shall adopt his offer instead of on the first day of May, as set forth in his proposition. If the contract should be agreed upon about the middle of March, this amendment would make a difference of over $7,000 in favor of the State. The other change required an additional guaranty for the completion of the main line to Ducktown. After some hesitation, Mr. Best yielded his assent to these changes.

I arrived in Washington on Thursday, and on that night the North Carolina delegation in Congress, accompanied by Gen. James Madison Leach and Col. F. E. Shober (one of the Board of Directors) had a consultation with me at the Metropolitan Hotel, at which Mr. Best and President Wilson were present. The proposition was read over and discussed, and two changes were suggested, making more explicit a portion that some of the delegation thought indefinite. The conference ended at a late hour, with the understanding that I was to have these changes properly made and inserted, and that another session would be held on the next night. I was engaged during the greater part of the next day (Friday) in drawing out with great care these proposed changes and in transposing some of the sections so as to make the proposition as explicit as possible.

On Friday night these gentlemen again met me in conference, and read over the proposition carefully, and addressed me letters approving it and recommending the convening of the Legislature in extra session to pass upon it.

Before I left for Washington, I had requested Maj. Wilson to call together the Board of Directors of the Western North Carolina Railroad to meet in the City of Raleigh on the 10th of February, and I had called a meeting of the Board of Internal Improvement at the same time and place.

On the assembling of the Board of Directors, all being present except Col. Saunder, I submitted to them for their consideration the proposition as now perfected. On the next day I was informed by a letter from the Secretary of the Board that six of its members were opposed to calling an extra session of the Legislature to consider and pass upon the proposition, and that five members favored such a call. On the same afternoon I submitted the proposition to the Board of Internal Improvements, which body was equally divided upon the subject. Among those on both Boards opposing the assembling of the Legislature are some of the best men of the State, for whose opinions upon that or any other subject I have the very highest regard. But my duty was to me so plain that I could not let this vital matter rest there. On the 12th day of February I addressed communications to Dr. J. M. Worth, the State Treasurer, giving him the names of all the gentlemen who were parties to the proposition which names Mr. Best had furnished me, and requested him to proceed to New York at once to investigate their financial and moral standing, and to report the same to me by letter or telegraph as possible. Dr. Worth responded by letter, stating that Mr. Best had failed in business in Richmond, Va., some years ago, owing him a large amount of money, which he had never paid; that Mr. Best had offered to settle with his creditors at 50 cents on the dollar, but that they refused to accept it, and that Mr. Best had left Richmond for New York. Dr. Worth also reported that Mr. Best stood well in the latter city, and that he had the confidence of Mr. A. D. Wood, President of the Bank of the Republic, and of Mr. W. E. Anderson, President of the Nassau National Bank of Brooklyn, both of whom he had consulted through his correspondent of the New York Herald.

Dr. Worth reports that he is "perfectly satisfied that Mr. Best and his associates, W. R. Grace, J. N. Tappan and J. D. Fish, possess the financial ability to build the contract roads and to work them, and their personal character and standing is such as to give positive assurance that they will honestly carry out any contract they may enter into."

Mr. Worth reports that Messrs. John D. Fish, W. R. Grace and J. N. Tappan are members of large means and all of them gentlemen of high character, commanding the confidence of business men."

Col. Anderson reports that the sources from which he derived his information are varied and of the most respectable in New York City, and that they all agree that these are gentlemen with whom it is entirely safe for us to enter into any undertaking which would involve their good names, or which they might not be able to carry out."

I determined at once to submit the proposition, for better or for worse, to the Council of State, and requested their advice as to whether the General Assembly ought to be convened in extra session. I am free to say that the Council of State were unanimous in advising an extra session of the General Assembly to consider the proposition for purchase of the Railroad, and in accordance with this advice I have issued my Proclamation as the law directs.

I have exercised this intelligence, patience and care that I possess, in conducting the negotiations, and in throwing all possible safeguards around the interests of the State. I feel obliged, in justice to the parties contemplating the purchase, while the negotiation was in progress, not to make it public; but now I have reached the conclusion, so far as I am concerned, I desire that the speediest, greatest and most detailed publicity be given to it. For this purpose I have caused a thousand copies of the proposition to be printed and sent out—one to each member of the General Assembly, Sheriff, Register of Deeds, and Clerk of the Superior Court, and to every newspaper in the State. Any information that I have on this important subject will be freely given to any citizen of North Carolina who shall desire it, and my letter-books are open for inspection.

The proposition of Mr. Best and his associates as perfected, briefly stated, is this: The State, through its proper commissioners, is to make a deed, without any warranty of title, to Mr. Best and his associates for the State's interest in the Western North Carolina Railroad. This deed is not to be delivered to the purchasers until the railroad is completed both to Ducktown and to Paint Rock, nor until all the other stipulations of their contract are performed; but until then it is to be held in trust by The United States Trust Company, of New York, upon the following conditions:

If the road is completed as agreed upon in the contract and all the other conditions therein stipulated are faithfully performed, the deed is to be delivered to the purchasers; but if they fail in any one the grant becomes void, the property reverts to the State, The United States Trust Company is to re-deliver to the State the deed and all papers pertaining thereto, and the State enters at once into possession, control and ownership of the entire property.

Before the delivery of this deed to The United States Trust Company, the purchasers are to enter into a contract binding themselves, their executors, administrators and assigns to build the Branch Railroad to Paint Rock by July 1st, 1881, the Ducktown line as far as Pigeon River by the same time, and to complete the Ducktown line by January 1st, 1885. From the day the act authorizing the sale is ratified, the purchasers are to pay all the interest on the $850,000 mortgage bonds which the State is now paying and are in due time to take up and cancel the said bonds.

The purchasers are to have the right to mortgage any mile of the said Western North Carolina Railroad that has been completed and is in operation, to the extent of $15,000 per mile, but the aggregate amount of these mortgage bonds shall include the $850,000 heretofore issued, until these latter bonds shall be cancelled. Of these bonds issued by the purchasers they are to deliver to the State Treasury $750,000 to reimburse the State for its expenditures made since the purchase of the road in 1875. The mortgage to be made by the purchasers is to contain a condition that it cannot be foreclosed until the Railroad is completed both to Paint Rock and to Murphy, in Cherokee county, and this condition is to be explicitly stated in the body of all the mortgage bonds, so that no foreclosure in the payment of interest or any thing else can work a sale of the Railroad until it is completed. If the parties shall fail in their contracts the remedy is twofold. First, the State has the legal right and the ability to enforce its performance. But if from any cause it shall become impracticable or inexpedient to enforce its performance, the Railroad again becomes the property of the State, which takes that part from Salisbury to Paint Rock with all the rolling stock and equipment free and discharged of all mortgage liens or encumbrances of any and every kind, in favor of the purchasers or any other person or corporation except the $850,000 now on it, and the actual expenditures made by the purchasers in the construction, repair and equipment of the said road, not to exceed in the aggregate $850,000. But this line of inquiry is useless and need be done or in any manner collected until the completion of the Ducktown line to Murphy.

So that whatever money the purchasers shall have expended upon the work will be absolutely forfeited unless the road shall be completed both to Murphy and to Paint Rock. If, therefore, the purchasers build the Paint Rock branch and stop there the State will take possession of the Railroad, which is reasonably estimated to be worth $3,000,000. The only encumbrance upon it will be the $850,000 which is now a lien upon it, and which will be due in 1890, and the amount expended not to exceed $850,000, which latter amount will not be due until the Ducktown line is completed to Murphy, and if the Railroad shall never be completed to Murphy, this amount will never be due. It will be seen, therefore, that unless the purchasers build the Road to Ducktown, the State will get a complete Road said to be worth $3,000,000 cash, for $850,000.

The proposition also contains a provision that the said purchasers, in the matter of transportation shall not discriminate against any North Carolina city or town over another. The State is to hire to the purchasers—not to give them—five hundred convicts, for which they are to pay to the State $125 each per year, amounting in the aggregate to $62,500 annually for five years, or $312,500 in all.

The reasons that have influenced me to convene the General Assembly in extra session are:

First. The Western North Carolina Railroad belongs to the people of North Carolina. It has been built up to the present condition by your money, it is slowly progressing towards completion by the aid you give it, and surely you have the right to say whether you will sell it to those who will complete it, or will continue to be taxed for its construction.

Second. Under existing laws, the appropriations for the building of the road, to be paid in cash out of the State Treasury annually, are: For interest on the first mortgage bonds, $39,500; for the purchase of iron and material, $70,000; and for the support of convicts about $15,000 making in all $174,500. To collect this money and place it in the Treasury the Sheriffs get 5 per cent. commission, amounting to $8,725 which added to $174,500, the amount collected, makes $183,000 in money collected out of your property every year.

Third. The taxable property of the State is $157,367,481. To raise $183,000, therefore, out of this property, requires a tax of 12 cents on every $100 worth of property. It is a simple matter of calculation for each tax payer to know the exact sum he pays annually, and will continue to pay if you decline to sell the road and determine to go on with the work yourselves.

Fourth. The price to be paid for the convicts, that is to say $62,500 a year or $125.00 a head payable quarterly in cash, will entirely relieve you of the burden of the maintenance of 500 convicts.

Fifth, I think you have a right to the opportunity of saying through the Legislature whether you will relieve yourselves entirely of this burden, or whether you will use the money to hasten the completion of the Western Insane Asylum at Morganton, so that those of our fellow beings whom God has bereft of reason may be provided for with decent comforts instead of languishing in our common jails.

Sixth. You have a right to say whether you will continue in force the existing laws or use the money now appropriated to this purpose for fostering public schools and the education of your children, in which so much has been left undone by North Carolina.

Seventh. You have a right to say whether or not this property shall pass from your hands into those of private capitalists who will speedily complete both lines of this important railway without further burden to you.

Eighth you have a right to say whether you are willing that these capitalists shall invest $1,000,000 of their own money in developing in the near future one of the grandest and most important sections of your State, a section that bids fair to be the great mining camp of the Union, and whether this investment shall be followed by others almost equally as important.

Ninth. It is for you to say whether your fellow-citizens of the West are again to be disappointed. For nearly a half century they have appealed to you for help. For a quarter of a century you have responded to their appeals with all the means in your possession. During that time, after expending millions you have been able, of the three hundred and forty miles of railway which you projected nearly thirty years ago, to complete only one hundred and forty and the track upon the part completed is almost worn out. You have in your political conventions often pledged yourselves to complete the other two hundred miles, and appropriate legislation has been participated in by both parties to redeem this pledge. Private capitalists now offer to relieve you of this obligation. Whatever may be the speculation on the subject who can say when another offer will be made? You are entitled to have an opportunity to accept this offer or to decide for or run the risk of another.

Eleventh. You have a right to say that you will keep your faith. Every plan yet suggested for the State to go on with the work without further taxation looks to the abandonment of the main or Ducktown line, and the completion of the branch to Paint Rock alone. Before your plighted faith is broken you are entitled to the opportunity of accepting if you desire a proposition that will enable you to keep that faith, and to strengthen rather than loosen the bonds that bind the mountains to the plains.

Twelfth. This is the first offer you have had for the purchase of the Road and for its completion by private means. It may or may not be the last. But if I know absolutely that one equally advantageous would be made to the General Assembly at its regular session next year, I would still deem it my duty to place it in your power to act now. The extra session, I find upon investigation, will cost you about $13,000, detailed as follows:—

175 members at $4 per diem	$700
2 presiding officers $2 per diem each	4
2 clerks at $5 per diem	10
4 doorkeepers at $3 per diem	12
3 messengers at $2 per diem	6
5 pages at $1 per diem	5
Printing, to Lights and stationery, estimated at $50 per diem (ample)	50
Total per diem	$775
It is thought that ten days will be amply sufficient for the Legislature to pass upon this question. These ten days at $775 per diem, will aggregate, without mileage	$7,750 00
For which add mileage, taken from the Auditor's book	5,637 75
Total cost	$13,387 75

This is less than one cent on each $100 worth of property. To wait until next January means that the sheriffs shall collect of you for the Railroad this year $175,000; that is to say, twelve cents on the $100 worth of property, the appropriations for the road being that amount. To act now, rather than a year from now, will cost $13,000, and save $175,000. In other words, it will cost one cent on the $100 worth of property, and save twelve cents. Now I think you have a right to say whether you desire to have that eleven cents collected this year or not, or what you will have done with it if collected.

Of the million and a quarter of people in your State I am the only one, on account of the position in which you have placed me, who can give you the power to answer these questions and to exercise these rights for yourselves through your representatives, and to say what you will have done with this property and the money you are annually contributing to build it. After mature deliberation, I have determined, whether wisely or unwisely the future will demonstrate, to give you this opportunity. The way is now open to you, and it is for you, to say what shall be done.

Respectfully,
THOMAS J. JARVIS.

Charged With Poisoning.

Anna Fleming a small negro girl, was brought in from Cedar Fork township yesterday and lodged in jail, charged with poisoning. The charge is that she put strychnine in the coffee at the house of Mr. Sidney Scott, by whom she was employed.—Observer.

Highway Robbery.

Last Thursday morning a colored man, who had sold his tobacco in Durham and was on his way home, was set upon by three negro fellows on the Roxboro road, between F. C. Geer's and Eleby creek, and robbed of all his money.—Durham Plant.

ADVERTISEMENTS. | ADVERTISEMENTS.

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WAYNE ALLCOTT,

MANUFACTURERS' AGENT,

DEALER IN

ALL KINDS OF MACHINERY,

BEST AND MOST IMPROVED FARMING IMPLEMENTS

—AND—

GENERAL PRODUCE COMMISSION MERCHANT,

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WILL BUY SELL OR EXCHANGE SECOND HAND MACHINERY.

SPECIALTIES.

Talbot & Sons Improved Engines and Boilers, for Factories, Saw Mills, Ginning and All Purposes.

Thresher, Cleaners and Separators, Firstone Wagon Wheels, Farmer's Favorite Grain Drills, Thomas' Smoothing Harrows, Cotton Gins and Presses.

SUGAR CANE MACHINERY.

Wood and Cane Mills, Cane and Cob Crushers, Iron Feed Mills, Buckeye Reapers and Mowers, Woodwork Machinery, Corn and Cotton Planters, Riding Cultivators, Sulky Rakes, Horse Powers, Grain Fans, Corn Shellers, Feed Cutters, Cider Mills, and all Improved Machinery and Farming Implements. Everything Warranted. Value Received Guaranteed.

IMPORTANT!

Correspondence Solicited. Best possible information furnished. Catalogues of any and all kinds of Machinery and Farming Implements furnished promptly. Estimates furnished on all kinds of Machinery Work.

Having the Agency of the best Manufactories in the United States, I will furnish only the best quality of Machinery.

All Machinery fully Guaranteed as Represented. Will give as Reasonable Terms, as any Reliable Manufacturer. Best of references given and required. You shall save money when you buy from me.

FOR PLEASURE, COMFORT, HEALTH SMOKE THE OLD ORIGINAL BRAND OF DURHAM TOBACCO

BLACKWELL'S GENUINE DURHAM SMOKING TOBACCO

SEE THAT IT BEARS THE TRADE MARK OF THE BULL. TAKE NO OTHER. POPULAR BECAUSE RELIABLE

H. T. HARRIS & CO.,
COMMISSION MERCHANTS,
Raleigh, N. C.

We have in store and to arrive—1,500 bushels Cow Peas, Choice Seed Oats, 600 bbls Choice White Rose Meal, 20 bales Prime Feed Hay, 20,000 lbs Prime Timothy Hay, 2,000 lbs Bale Cheese, 1,000 lbs Lard, Choice Canvas and Extra Fine Lard, and Mineral Brand, and other goods to fill out a complete stock, which we offer at the lowest cash or time prices to dealers and consumers.

Call and see us before purchasing. Will make it to your advantage.

Very respectfully,
H. T. HARRIS & CO.

1889. 1889.

YEARGAN, PETTY & CO.,
Raleigh, N. C.,
—PREPARING FOR—
THE NEW YEAR!

We offer for sale a line of

Fancy and Colored Dress Goods

At Cost and Less than Cost.

All Desirable Goods

Embracing Worsteds, Cashmeres, Cheviots, Satinets, Jeans, Flannels, &c.

A GREAT VARIETY of WOOLENS FOR MEN'S AND BOYS' WEAR.

The largest stock and greatest variety of

TOWELS, TOWELING, TOWELLING

DAMASKS—White and Colored

With Napkins to match in sets, ever shown in this market.

FLANNELS! Flannels! Flannels!

SILK WARPS,

Domett Cotton Flannels, Opera Flannels, plain colors and fancy.

Plaids,

all colors, plain fabrics and twilled. Bargains in these goods.

R. H. ATWATER,
WITH
CHRISTOPHERS & SORRELL,
WHOLESALE GROCERS
—AND—
General Commission Merchants,
Raleigh, N. C.

In addition to our already large stock of groceries, we are just receiving:

200 Barrels Irish Potatoes,
1,000 bushels Corn,
1,000 bushels Ship Stuff and Bolted Meal,
1,000 bushels Seed Oats,
60,000 bushels Prime and mixed Timothy,
50,000 lbs. Baled Fodder,
30,000 lbs. mill feed and shipp stuffs,
20,000 lbs. Bran,
30,000 lbs. Coffee—all grades,
75,000 lbs. Sugar—all grades,
2 Car loads Cuba and Common Molasses,
2 Car loads Maxwell Salt.

Large lot Soda, Starch, Lye, Upper & Sole Leather, Manufactured Tobacco—all grades and styles, Powder, Shot, &c., &c.

A list of Shoes sold at cost. Prices and samples forwarded on application. jan29tf

Lumber for Sale!

I HAVE on hand and can furnish at short notice, 6½ miles West of Ore Hill,

LUMBER

of all kinds; such as pine, hickory, ashes, walnut, maple, poplar, oak, persimmon, &c., which will be sold low for cash for barter. Orders solicited.

JAMES I. LANE, Manager.
February 5th, 1880. tf

LAND SALE!

I WILL SELL AT PUBLIC AUCTION, AT THE Court-House door in the Town of Pittsboro, on

Tuesday, 16th of March Next,

1400 ACRES OF LAND

in Bear Creek Township, known as the "HARPER" land.

The land will be sold in lots of about 200 acres.

TERMS—one-third cash, one-third in six and one-third in twelve months, with interest from date. For description and boundaries of the lots, apply to JOHN MANNING.

Nov. 13, 1879.—tf Trustee of O. J. Williams.

W. C. & A. B. STRONACH,

GROCERS.

1880.

COMPLETE STOCK

—OF—

HEAVY GROCERIES!

EVERYTHING IN FANCY GROCERIES.

Garden & Field SEEDS.

Pure stock Irish Seed Potatoes. If you wish one barrel or one hundred barrels. Call or write for price list.

AGENTS FOR

R. D. Sea Island Guano, and Bradley's Patent Superphosphate of Lime—one of the best known manufactures. We are also Agents for Baker's Peruvian Guano. If you wish to make your land fertile call on us for terms and prices. jan29-tf

DISSOLUTION!

THE CO-PARTNERSHIP HERETOfore existing between D. S. Waitt and G. N. Waitt, under the firm name of D. S. Waitt & Bro., is dissolved. G. N. Waitt having sold his interest in the firm to D. S. Waitt, the business will be continued by him. All parties indebted to the firm are requested to settle at once with D. S. Waitt, and all bills against the firm will be settled by him.

D. S. WAITT & BRO.
Raleigh, N. C., Jan. 17th, 1880.

Having purchased the interest of G. N. Waitt in the firm of D. S. Waitt & Bro., I will continue the

Clothing and Dry Goods

business at the same stand, No. 32 Fayetteville Street, Raleigh, N. C.

Thanking my many friends for their liberal patronage in the past, I respectfully solicit a continuance of the same.

jan29-1m D. S. WAITT.

BYNUM Manufacturing Co.,

MANUFACTURERS

—OF THE—

BEST YARNS and SHEETINGS,

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GENERAL MERCHANDISE!

Will Buy Cotton in the Seed or Lint!

PAY CASH or GOODS!

Parties desiring it, can get their Cotton Ginned and Packed at the newly erected Gin near the Factory.

October 9th, 1879. tf

T. H. BRIGGS & SONS,

Briggs Building, Raleigh, N. C.

HARDWARE.

WAGON AND BUGGY MATERIAL,

SASH,
DOORS,
BLINDS,
PAINTS,
OILS,
COLORS,
PUTTY,
WINDOW-GLASS,
Steam-Engines, Belting,
LIME,
CEMENT,
PLASTER
AND
MILL SUPPLIES.

Correspondence solicited.

dec4-6m